channel bank. In regard to the proposed road it has got to be 800 ft. long and it will cost about Rs. 200. I shall ask the Chief Engineer to prepare an estimate and in the matter of widening the embankments it will be sufficient if one embankment there is widened for cart traffic. The Chief Engineer will put it in hand at once.

As regards connecting the Colachel bazaar road with the Colachel-Rajakkamangalam road, the road you propose is an extremely costly one because the lie of the land is very uneven full of ups and downs. It is a very steep road and moreover the land acquisition charges are high because it passes through rich garden lands already in occupation and hence this proposal has to be dropped.

As regards immediate construction of the channel from Amaravati to Colachel, there is already plenty of dry land lying idle which could be brought under cultivation with the existing irrigation. Besides the existing channel system there, we do not want any further extension.

In regard to transfer of officers of the irrigation branch, the Chief Engineer bears that in mind and it is only when absolutely necessary that such transfers will be effected.

**49. Needs of the Changanachery town.**

MR. CHACKO MATHEW (*Member, Municipal Council, Changanachery*) said that the Poovakkattuchira measuring about 11 acres in area was the only tank in the town of Changanachery which could be freely used by the public. The tank never dried up, but in the hot season it was covered with moss and was full of dirt. The repair of the tank would mean a very heavy expenditure for the municipality. Even in municipalities big schemes involving large capital expenditure had to be attended to by the Government. If the initial expenditure for the repair of the tank would be met by Government the municipal council would meet the recurring expenditure for its maintenance.

Secondly, a toll-gate should be established at the limits of the town on the Changanachery-Vazhur road. There were no other toll-gates on this road and the numerous articles coming to the Changanachery market from the eastern parts of the taluk had to pay no tolls at all. In fact the levy of a toll on these articles while not burdensome to the owners would help the financial condition of the municipality.

A canal through the Kusakkudi punja fields was an urgent necessity so far as the conveniences of trade in the Changanachery market were concerned. The articles arriving at Changanachery by canoes had now only a single approach to the market, viz. the canal. But the canal was easily blocked by a small queue of boats, and the other boats had to keep off at a distance. This could be avoided if a new canal was opened through the Kusakkudi punja fields. The subject was brought to the notice of Government in more than one session of the Assembly but did not meet with the response it deserved.

The necessity for widening the eastern portions of the market had also been brought to the notice of the Government several times, but nothing was done as yet. It was very necessary that Government should acquire the necessary lands and widen this portion of the market. The Dewan and the Chief Engineer could at least inspect the site.

Another pressing necessity was the construction of a good Travellers' Bungalow at Changanachery. For want of a proper Travellers' Bungalow, almost all circuiting officers were fighting shy of Changanachery. The site near the taluk office at Changanachery or some other site could be utilised for putting up a Travellers' Bungalow.

DEWAN'S REPLY : Mr. Chacko Mathew, in regard to the repair of the Poovakattu chira, that has come up more than once before this Assembly. It is really for the municipality to undertake it as it lies within the municipal limits. At the instance of the municipality, and presumably as a preliminary step to the improvement of the tank the Government are having a survey of the tank and are having it demarcated at the cost of the municipality. After that survey and demarcation are completed the municipality will no doubt be able to estimate the cost of its improvement and then look to ways and means of carrying out the work.

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Then, as regards the toll-gate at the Vazhur road, that is not a matter which it is possible to entertain in the general interests of the people. Vazhur road is only about fifteen miles long and there is already a toll-gate where it meets the Kottayam-Kumili road. If you put up a toll gate at the town end of the road you will have three toll gates within a distance of about 18 miles. That, I think, is more than the travelling public will be able to endure. So, I think, you had better abandon the idea of municipal toll gates at Changanachery. Besides, I am not aware that the Changanachery municipality spends any money in maintaining that road.

As regards a canal through the Kusakkudi punja fields, this matter also came up once before. It will cost a tremendous amount of money and there is no real need for it since Changanachery has got a good basin to which three canals converge from different sides.

MEMBER: The only important landing at Changanachery is the Chantakadavu.

DEWAN: You mean the market landing. There is a pretty big basin. Is not that so? However, I will come and have a look at it one day. As regards the widening of the eastern portion of the market, that is entirely a matter for the municipality. I see the income of the municipality in 1102 including the opening balance was Rs. 16,288, and the expenditure was only Rs. 10,806, and there was a closing balance of Rs. 5,482. If you utilise a bit of that closing balance I am sure you will be able to extend the market.

Then, as regards a T. B. at Changanachery I think all that I need tell you is that there is an excellent T. B. at Tiruvalla within easy reach. I once stayed at the Changanachery T. B. for a little while and even that was too long for me. I will see whether the Chief Engineer can do anything to improve it.

### 50. Needs of the Parur municipality.

MR. V. S. KRISHNA PILLAI (*Member, Municipal Council, Parur*) said that the roads in the Parur municipality were all in a very bad condition, being full of loose sand. In the rainy season, most of the roads were under water; and in the summer they became too hot for pedestrians. The roads should be metalled thoroughly, if they were to be of service.

Another need of the municipality was the strengthening of the banks of the Kalathodu running across the middle of the town. Now the sand on either side of the canal was falling in and silting it up. The municipality had to spend large sums every year to dredge and deepen the canal. This could be avoided if the banks were strengthened by masonry work.

It would also be of great use to the public if two bridges were put up, one on the Chennamangalam-Parur road and the other on the Cutcherry Todu near its northern extremity. In the case of the former bridge, the lands on the northern side of the canal belonged to the Cochin State. The Cochin Government might contribute a portion of the cost of the bridge.

DEWAN'S REPLY: Mr. Krishna Pillai, in regard to the construction of the bridge over the canal running across the Parur-Chennamangalam road, I shall see whether we can open negotiations with the neighbouring State in the matter of the bridge.

Then about the metalling of the roads within the municipality, most of the roads maintained by the P. W. D. are being regularly gravelled and are on the whole satisfactory. There are one or two sand paths which also are in the maintenance of the P. W. D.

MEMBER: Within the municipality the major portion of the roads are sandy.

DEWAN: Within municipal limits the major portion of the roads are sandy and within municipal limits the major portion of the sand paths are under the control of the municipality. There are already four or five Government roads namely Alwaye-Parur road, Parur-Chathanad road, Parur-Kuriapally road, Parur-Edapalli road, and Chakarakadavu road and these are well maintained.

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